

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. — James Monroe

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Fascist Italy Near Political Collapse

Reports From All Sides Tell of Rapid Disintegration on Home Front

NAZIS ASSUMING CONTROL

Silent Revolution Places Germans in Key Posts as Hitler Acts to Bolster Regime

There have been many surprises in the current European war. The collapse of France, the great strength of Britain and Germany, and the unexpected resistance of Greece and Yugoslavia—all have stirred a good deal of comment. And so, also, has the weakness of Italy, which is becoming more apparent with every day that passes.

This weakness was already somewhat in evidence before Christmas. At that time the war was not going very well for the Italians, and there were occasional rumblings at home. Food stocks were dwindling rapidly, rubber and cotton were nearly gone, and an atmosphere of depression was settling down all over the Italian peninsula. (The situation, and its general background, was discussed in the December 16 issue of THE AMERICAN OBSERVER.)

What was a poor military situation in December, however, has become nothing less than disastrous today. Italy's white hope in Albania was a great spring offensive designed to hurl the Greeks back beyond their own border. It was undertaken under the personal direction of Mussolini, but after five days of heavy losses, it collapsed, and Mussolini returned to Rome a sick man. In Libya some gains are now being made against the British, but they are being made by Germans, not Italians, a point we will discuss at greater length later. The entire Italian Empire in East Africa seems likely to pass under British control at almost any moment, since latest reports indicate that the Italian command has decided to surrender, rather than risk native uprisings and massacres in Ethiopia.

Disaster on the Sea

On the high seas, Italy has likewise suffered a series of disasters beginning with the British torpedo raids on Taranto, last fall, and extending down through the most recent naval battles in the Mediterranean. The Italian fleet, once pride of the new Roman Empire, has been reduced to less than two-thirds of its former strength. And far beyond the battle line, the British sea blockade still holds Italy and her possessions in a pincer grip with the result that the whole nation—always poor in raw materials and never overstocked with food—has less to eat, wear, manufacture, and fight with than ever.

Today, on top of all this, a new war is beginning along Italy's northeast frontier, across the Adriatic, and in the rear of her 300,000 troops already hard put to hold the lines in Albania. Whatever the outcome of this war, to Italians it spells only further difficulties.

When a country has been defeated as Italy has been, the usual course is to ask for peace, and then, if honorable terms are offered by the enemy, to accept them. But Italy is in no position to ask for peace, if only for the reason that Germany, her powerful neighbor beyond the Brenner Pass, will not allow it. For months there have been rumors and unconfirmed reports

(Concluded on page 6)



DAY AND NIGHT THE SHIPYARDS ARE BUSY

How Well Do You Read?

Have you ever tested yourself to determine the answer to the above question? Suppose you try it. Sit down and read the article which begins on column four of this page. Read it through without stopping. Then close the paper, and think through the problems considered in the article. Do you have the whole thing well in mind? Did you follow the discussion with concentrated attention? Does the outline of it stand out in your memory? Or is it all quite hazy? Turn to page three and read the questions which bear on this particular article. Can you answer them?

If the subject covered is dim and hazy as you try to recall the contents, something is wrong. Find out what it is. Perhaps your mind wandered as you read. That frequently happens when one has not trained himself to be a good reader. You may have read several paragraphs without knowing what you were reading. The words may have been seen, but they may not have registered with you. You may have been thinking of something else. That is a mark of poor reading, but it is nothing at all unusual. Or you may not have understood some of the words, and were too apathetic to refer to a dictionary. Perhaps one or more of these defects stand in the way of your ability to grasp what you have read.

Whatever is wrong with your reading, it should be corrected. If your wits go wool-gathering when you read, it may be because you read too slowly. Take out your watch and time yourself while you read half a column or so under conditions of close application and fixed attention. Find out how rapidly you read when your mind is really fixed on your reading. Then keep your watch before you. Figure out how long it should take you to read one of the articles, and try to hold to the schedule.

You may think that your thoughts will scatter all the more if you read rapidly, but usually that is not the case. If you set yourself to rapid reading, you are applying yourself to the task. You are alert, energetic. Ideas keep flowing in as you proceed. There is less likelihood of your getting off the track, just as there is less likelihood that a bicyclist will get off the track if he goes at a good speed than if he travels at a snail's pace. See that you understand the meanings of all the words and terms that you come across. Use your dictionary freely. And buckle down to your task. Be attentive, energetic, alert. Watch for results. Test yourself frequently. Then after a while you may expect to be reading well; to be making really effective use of the printed page.

U. S. Convoys Raise Serious Controversy

Opponents Introduce Measure in Congress Barring Naval Convoys to Europe

NEEDS OF BRITAIN STRESSED

Rate of Sinkings Exceeds Replacements of Vessels in British and U. S. Shipyards

As the Nazi war machine unleashed its long-awaited attack upon Yugoslavia and Greece last week, perhaps the most important problem confronting the United States government and the American people was that of getting supplies to the war fronts of Europe. Our government made it clear that it would do all within its power to aid the two new victims of Hitler's wrath. Our determination to make good this pledge is all the greater because it was the promise of American aid that was at least partially responsible for Yugoslavia's decision to resist the Nazis.

How is the United States going to ensure the safe arrival of the war supplies it is producing to the nations it is supporting? Are the shipping facilities of the British sufficient to handle these vital cargoes? Should we turn over additional parts of the American Navy to England in order that she may protect her sea-borne traffic across the Atlantic? Should this country go so far as to convoy the supplies by sending them in American merchantmen, protected across the ocean by warships bearing the Stars and Stripes? If we decide upon convoys, will we be involved in war with Germany?

The Convoy Issue

These are the important questions confronting the United States as the great spring offensive of Hitler moves forward in the Balkans. Upon the answer we give to them may well depend the results of the war in Europe, for upon no single factor does the outcome of that struggle depend more directly than upon the safe arrival of American supplies to Europe. Britain herself cannot survive without them, and Yugoslavia and Greece cannot long withstand the Nazi assault without American war supplies. Their greatest weakness is, admittedly, a shortage of modern arms and military equipment.

There is a sharp difference of opinion in this country on the question of how far we should go in seeing that our goods reach the shores of Europe. There are many people in high government positions and among the general public who favor the immediate establishment of a convoy system by this country. They point out that since we are committed to the defeat of the Axis by becoming the "arsenal of democracy," we must go the limit in seeing that the goods reach their destination. There is no use producing the material if, while it is being transported to England, it is sent to the bottom of the sea by German cruisers, submarines, and airplanes.

Those who oppose the establishment of a convoy system by the United States fear that it would involve this country in war with Germany. President Roosevelt has himself declared that the convoys would be attacked, that there would probably be shooting, and we would be pretty close to war. Resolutions have been introduced in Congress forbidding the use of convoys and there is a strong movement throughout the country against convoys.

(Concluded on page 7)



AN EARLY FASCIST PARADE IN ROME

Historical Backgrounds

By David S. Muzzey and Paul D. Miller

Italy and the Germans

IN the light of reports that Germans are now wielding a strong measure of political control in Italy, it is interesting to recall that for 18 centuries one of the chief problems of the Italian people has been how to get along with or how to resist the Germanic peoples living beyond the towering walls of the Alps, in northeast Italy.

The first great impact of the Germans was felt in Italy in the second century of the Christian era. Then it was that



DAVID S. MUZZEY

Germanic tribes began to crowd in on the frontiers of the Roman Empire, and finally to pour through mountain passes down into Italy itself. A curious fact about the German invasions is that they were often aided by Romans. For several centuries Romans and Germans lived side by side. Germans settled within the Empire, and the Roman army fell gradually under the command of German officers. Alaric, whose armies stormed and sacked Rome, in 410 A.D., was a German, but one with the rank of general in the Roman army. And so it was with most of the Germanic conquerors of Rome, or of parts of its empire, who followed Alaric.

The Middle Ages

During the Middle Ages, relations between the Germanic and Italian peoples were constantly in a state of flux, but vague. The spiritual power of the Church of Rome maintained a semblance of unity and gave rise to the Holy Roman Empire. This was established as a revived form of the old "western empire" of Rome, but it is significant that its first emperor, Otto I, who was crowned in 936, was a German. In the centuries which followed, the Italians had their ups and downs, but by degrees they saw the centers of trade and politics and military strength shifting northward beyond the Alps. Between the fall of Rome and the middle of the last century, there was hardly a year when some large portion of Italy was not ruled, directly or indirectly, by foreigners. And dominant among these foreigners were the Germans and their racial allies, the Austrians.

As recently as 100 years ago, the cynical Prince Metternich, of Austria, could say without fear of contradiction, "Italy is a geographical expression." Indeed, the Austrian Empire of the Habsburgs, both before and after Napoleon, looked upon the politically disunited Italian peninsula as a sphere reserved exclusively for Austrian control and intervention. The Austrians showed this at the Congress of Vienna, in

1815, and again in 1848, when they intervened to crush a nationalist democratic movement within Italy.

Toward the end of the last century, however, it became evident to all that the old power of Austria was declining. In 1859, and again in 1866, Italians took the field against Austrians with some success. It was in the latter year that Prussia, then an ally of a slowly uniting Italy, delivered a stunning blow against the Austrians at the Battle of Sadowa, a blow from which Austria was never to recover, for it marked the supremacy of Prussia among the German states.

The gradual weakening of Austria enabled Italy to achieve a degree of unification and independence which might otherwise have been impossible. During this period, Italy might have turned toward France. A complicated series of international developments leading to Italian anger against the French prevented this, but when Italy signed an alliance with Germany and Austria, in 1882, she entered the Triple Alliance on a basis of equality.

The World War

The real crisis for Italy came in 1914, when her two allies went to war with Britain and France. To some Italians it was already becoming clear that the decline of Austria was not going to free Italy of danger from across the northeast Alps, for Austria was merely being replaced by a far larger power—a united Germany. After weighing the pros and cons for some time, the Italians finally decided to join France and Britain, and they entered the World War on May 23, 1915.

It is often said that Italy turned against the Germans because she was promised the Austrian Tyrol, the town and port of Trieste, and a few segments of Turkey. That is true. But Italy's main objective in the World War was to destroy once and for all the power of the Germanic peoples beyond the Alps—the power which had menaced Italian unity and independence ever since the barbarian invasions. And in the victory which finally came, this end seemed to have been achieved.

In the period which has elapsed between the Treaty of Versailles and the present, Mussolini has completely undone everything that Italy won at such cost, from 1915 to 1918. If Austria has disappeared completely, a far greater power sits in her place on the Brenner Pass, looking down over the plains of Italy. Italian independence, won only after so long a time, is now threatened by German technicians, occupying forces, and large numbers of officials, who are gradually gaining control of the Italian army, police, and communications systems, just as the Germans gained control of the legions of Rome at the behest of a series of weak emperors—many centuries ago.

Government Program of Assistance To Youth Speeds National Defense

WHEN the great depression struck this country more than a decade ago, grave problems followed for the nation's youth. Many young men and women who until then confidently expected that our society would have an assured niche ready for them were rudely jolted. Some of them had looked forward, in the normal course of things, to a college education, to be followed by a professional career. Others looked forward, after high school, to a period of apprentice training that would prepare them for skilled trades. These youthful hopes came up against the hard and disillusioning fact, in the early 30's, that fortunes had been wiped out, that unemployment was mounting by leaps and bounds, that the nation was facing an uncertain era whose end no one could then foresee.

But there were a few people of progressive mind who, even in those days, saw the need for some coordinated program to aid the nation's young people. They felt intensely that an idle and discouraged youth would be a serious liability to our society. It would be a youth with a questioning faith in our democratic government; a youth lacking in that adventurous pioneer urge that, with all its shortcomings, had made this nation great; a youth, finally, that would become the prey of every extremist peddling the mountebank's slogan.

It was fear of such consequences, as much as anything else, that prompted the New Deal, early in its existence, to embark upon a youth program. The program since its early days has undergone much change. Those in charge of it have found themselves frequently confronted with novel problems with only limited experience to guide them. Some of its work has been the target of sniping and openly hostile criticism. But those who urged the youth program most ardently now feel that they have been amply justified by events. For, as the nation faces the defense emergency, it finds that thousands of young people have been prepared by the youth work program to contribute their share to the defense setup. It finds young people for the most part sharing the conviction that they have a stake in democracy and its preservation.

These conclusions, more technically stated, in the form of statistical tables, form part of a new study, *Youth Work Programs*, by Lewis L. Lorwin (Washington: American Council on Education, \$1.75). This survey has been prepared for the American Youth Commission and it constitutes a valuable contribution to our knowledge of what has been accomplished by the youth programs of our government. And Dr. Lorwin goes beyond a summary of achievements to demonstrate why, in his opinion, such programs must be made a permanent feature of our society.

At present there are three main federal agencies which operate youth projects. They are the Civilian Conservation Corps, the Works Progress Administration, and the National Youth Administration. The largest of these projects is that conducted by the National Youth Administration

which extends financial aid to almost half a million students in high schools, colleges, and universities.

But an even larger phase of the NYA's work is its out-of-school program. Young people who have finished their schooling but are unemployed, Dr. Lorwin declares, have peculiar problems calling for special methods of treatment which are not provided in ordinary employment assistance. They need not only some financial aid to tide them over the unemployment period but also expert direction in their choice of an occupation, and some training which will enable them to go into the labor market prepared for useful jobs. It is this training which the out-of-school project provides and it is currently being coordinated with our defense needs so that there will be a reservoir of trained workers as production demands increase.

Dr. Lorwin believes that it is the out-of-school projects of the NYA which deserve the greatest attention and which can provide the groundwork for a permanent youth program. The CCC affords only limited types of work experience to its enrollees and limited facilities for vocational training. The NYA student work projects are restricted to young people in schools. And the WPA projects are emergency in character, designed with a view to providing work relief rather than training and vocational adjustment.

The out-of-school projects of the NYA do not suffer from any of these limitations. They are open, as the author points out, to both young men and young women. They can combine work, work experience, vocational training, and academic education to any desired extent. The work projects may be chosen from a wide range of possibilities. The participants can live at home, thus permitting their earnings to be added to the family budget.

Dr. Lorwin emphasizes the need for long-range planning of such projects as have now been developed under the NYA out-of-school program. Many people, he asserts, believe that the urgency of the unemployed youth problem "lies in its tendency to become a normal feature of industrial life, owing to the presumed fact that young persons are being more and more affected in special ways by cyclical and technological unemployment."

It is claimed by exponents of this view that during downward swings of business, young people are among the first to be laid off, while during the upward swings, they are among the last to be taken on again. This is due to both economic and social reasons, such as the greater value of older workers to firms trying to maintain a working force, seniority rules prevailing in industry, traditional personnel problems, and the regard of employers for the greater social responsibilities of older workers."

The current employment spurt, impelled by national defense production, tends to obscure the fact, in Dr. Lorwin's opinion, that in years to come we will be confronted by a recurring problem of unemployed youth.



ST. LOUIS PUBLIC SCHOOLS
UNDER PROGRAMS OF TRAINING THE HANDS OF YOUTH BECOME SKILLED



GENERAL OUTDOOR ADVERTISING CO.
ADVERTISING PLAYS A PART IN NATIONAL DEFENSE

• Vocational Outlook •

Advertising

ADVERTISING has become so universal in American business that it is unnecessary to make a comprehensive list of businesses which employ advertising staffs. Department stores, manufacturers of national products such as automobiles and radios, credit associations, banks, chain stores, theaters, transportation lines, specialty shops, book publishers—these are representative of the branches of industry which advertise heavily. They advertise in newspapers and magazines, on the radio, along the roadside, and they make use of still other agencies of publicity.

Much of the advertising is planned, of course, as a part-time enterprise by the executives of a concern or by other employees. It is estimated, however, that there are 45,000 persons, including 5,000 women, working full time at the task of writing advertisements or conducting advertising campaigns.

On the advertising staff of a firm there is usually a director or manager, copy writers, and research associates. A number of the larger firms place the responsibility for their publicity campaigns in the hands of special advertising agencies. The business census of 1935 reported that there were 1,212 advertising agencies in the country at that time. These agencies had more than 13,000 employees.

The most important job in this field is that of the advertising manager. Whether it be in a store, a factory, or a newspaper office, it is the manager's task to see that the publicity is of such nature as to bring results. He must know the product which he wishes to sell, and at the same time he must understand public tastes. The advertising manager of a large establishment is well paid. Some of them get as much as \$50,000 a year, and the average is not far from \$7,500. Of course, these jobs are usually obtained only after years of experience, and their number is limited.

The most numerous branch of the advertising field is that of copywriters—men and women who put into definite form the appeals which the advertisers make. The copywriter, like the advertising manager, must know his product, and he, too, should understand what the market possibilities are. He should be a person of wide reading and experience and a close observer. He should know how to express himself in writing correctly and vividly. An inexperienced copywriter generally starts at \$20 to \$30 a week. Advancement, as in other lines, depends upon the skill of the individual.

The advertising agencies are highly concentrated, more than half of them being in New York City. If, therefore, one wishes employment in an agency, he will be obliged to go to population centers and possibly to New York. Employment is to be found, however, in many firms which write their own copy and carry on their own advertising campaigns.

A comparatively small number of copywriters are registered with the United States Employment Service as seeking employment, but this does not mean that openings in this industry are easy to find. Competition is unquestionably increasing. A vocational magazine in conducting a poll of its readers found that more of them were interested in this field than in any other. Advertising is work which requires real talent, and only those who have reason to believe that they possess it should seek careers as advertisers.

A young person may explore his or her aptitude for this kind of work and may get some idea of the nature of the field by working on the advertising staff of the school paper. He should read books and magazine articles on salesmanship and psychology. And he should master English and should have as much practice in writing as possible.

Information Test

Answers to history and geography questions may be found on page 8. If you miss too many of them, a review of history and geography is advisable. Current history questions refer to this issue of THE AMERICAN OBSERVER.

American History

1. The Spanish explorer who discovered the Mississippi River in 1541 and was later buried in it was (a) De Soto, (b) Coronado, (c) Narvaez, (d) Ponce de Leon.
2. During the War for Independence, those who took up arms for the English were called (a) copperheads, (b) carpetbaggers, (c) Tories, (d) rebels.
3. The President who offered the famous Fourteen Points as a solution of some of the world's difficulties was (a) William Howard Taft, (b) Theodore Roosevelt, (c) Woodrow Wilson, (d) Herbert Hoover.
4. The unpopularity of the Alien and Sedition Acts had much to do with the defeat of the (a) Federalists in 1800, (b) Whigs in 1840, (c) Republicans in 1884, (d) Democrats in 1920.
5. In 1920 the right to vote was extended to all American women by (a) an act of Congress, (b) an amendment to the federal Constitution, (c) amendments to the state constitutions, (d) an executive order of the President.

Geography

1. Not many days ago, President Barclay of Liberia suddenly ordered the arrest of 11 Germans suspected of fifth column activity. The president and most other citizens of Liberia are (a) East Indians, (b) Negroes, (c) South Sea Islanders, (d) part Indian and part white.
2. The Ionian Sea, where the British recently won a notable victory, lies (a) between Greece and Turkey, (b) between Italy and Yugoslavia, (c) be-

tween Italy and Greece, (d) between Italy and Sardinia.

3. Wheat is now being grown in the parks surrounding the League of Nations palace in (a) Geneva, (b) Paris, (c) The Hague, (d) Lucerne.
4. Tiny bags of tea labeled "Netherlands will rise again" have been dropped by British planes on the much-bombed Netherlands ports occupied by the Germans. One of those ports is (a) Antwerp, (b) Brussels, (c) Bruges, (d) Rotterdam.
5. The iron of Wisconsin and northern Michigan and the coal of Pennsylvania and Ohio are brought together chiefly by (a) river barges, (b) lake steamers, (c) rail, (d) trucks.
6. The Great Salt Lake covers 2,360 square miles of the state of (a) Utah, (b) Nevada, (c) Colorado, (d) Arizona.

Current History

1. What is the principal argument for the use of American convoys? The main argument against convoys?
2. What compromise plan is being widely discussed?
3. How much tonnage has been sunk already in this war? What is the rate of replacement in American and British shipyards this year?
4. To what extent have Germans assumed control of Italy?
5. Why, under existing circumstances, are many Italians secretly hoping for a British victory?
6. What three government agencies have contributed toward aiding young people during the depression?

The Week at a Glance . . .

Tuesday, April 1

President Roosevelt returned to White House from fishing cruise in southern waters.

United States and Mexico signed reciprocal agreement covering joint use of certain airways and bases.

Although general strike threatened most of soft coal industry, President Roosevelt urged "uninterrupted operation" of the mines.

British bombers were reported to have used a new type of high explosive bomb in attacks on five German cities.

Wednesday, April 2

By vote of 324 to 1, House of Representatives gave its Military and Naval Affairs Committees sweeping powers to investigate labor troubles.

President Roosevelt revealed that expenditure of \$1,080,000,000 from \$7,000,000,000 lend-lease fund has already been authorized.

British momentarily expected fall of Massawa, important Eritrean port on the Red Sea.

Thursday, April 3

Dr. Matchek, leader of Croats in Yugoslavia, joined government under Premier Dusan Simovitch, thus assuring the country's unity in the face of danger.

United States asked Italy to recall its naval attaché from embassy in Washington as a result of his part in sabotage of ships anchored in American ports.

Friday, April 4

British admitted their forces had retreated from Benghazi, Libyan stronghold taken from Italians two months earlier, in the face of powerful German-Italian drive.

President Roosevelt stated he had approved spending of \$500,000,000 from \$7,000,000,000 lend-lease fund for 212 new merchant ships and construction of 50 or 60 new shipways.

State Department flatly rejected German and Italian protests over seizure of their ships in American harbors.

Saturday, April 5

Senate passed \$1,340,610,000 farm appropriation bill—largest on record and about \$450,000,000 above House bill. Two bills remained to be reconciled before final action could be taken.

Office of Production Management announced aircraft industry had delivered 1,216 planes during March—a record for one month's production.

Yugoslavia closed its German, Italian, Bulgarian, Rumanian, Hungarian frontiers.

Steel Workers Organizing Committee (CIO) ordered its members in all plants of U. S. Steel Corporation to stop work next Tuesday midnight.

It was reported that Yugoslavia and Russia signed a pact of friendship and nonaggression.

Sunday, April 6

German armed forces, by land and air, struck at Yugoslavia from a number of points. Greece, too, bore her share of the onslaught.

Secretary of State Hull denounced the "barbaric invasion" of Yugoslavia.

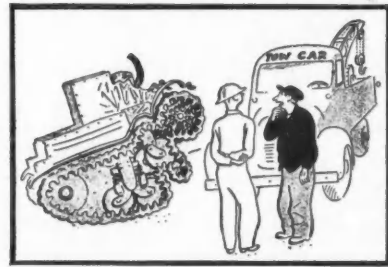
A formula for settling 75-day strike of Allis-Chalmers Manufacturing Company was agreed upon by representatives of company and of union. The successful proposal was made by National Defense Mediation Board.

Monday, April 7

Strike was temporarily averted in U. S. Steel Corporation plants by agreement to continue negotiations for a week.

Although abandoning western Thrace near the Turkish border, Greek forces were reported elsewhere to have hurled back "vicious German onslaughts." Yugoslav armies invaded points in Hungary and Albania. British Royal Air Force concentrated attacks on German military zones in Sofia, Bulgaria.

♦ SMILES ♦



"Would you mind telling me just what you met up with?" PRICE IN COLLIER'S

"I've been thinking it over," said the husband, "and I've decided to agree with you." "That won't do you any good," replied his wife. "I've changed my mind." —OCTOPUS

The dentist was showing annoyance over the patient's actions. "Stop waving your arms and making faces," he said. "Why, I haven't even touched your tooth!" "I know you haven't," retorted the patient, "but you're standing on my corn!" —THE FAMILY CIRCLE

"Here's a story in the paper which says it has been discovered that singing warms the blood."

"That's nothing new. I've heard lots of singing that made my blood boil." —WALL STREET JOURNAL

Secretary: "Professor, I found your umbrella at the Lost Property Office."

Professor: "That's quite strange—I've never been there." —SELECTED

Visitor: "How many students are there in the university?"

Guide: "About one in every five." —HOME AND FOOD

Bookkeeper: "I'll have to have a raise, sir. There are three other companies after me."

Boss: "Is that so? What companies?"

Bookkeeper: "Light, phone, and water." —TWO BELLS

No two people are alike, and both of them are glad of it. —Washington Post

The Week at Home

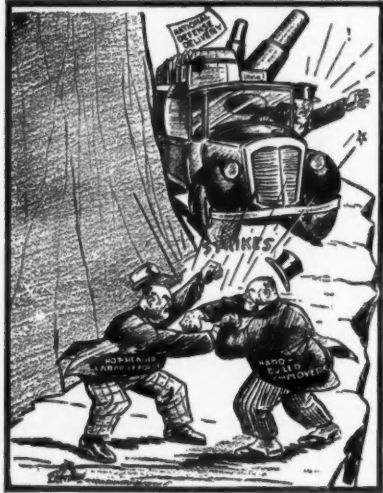
Labor Disputes

Last week the Military Affairs Committee of the House of Representatives began its inquiries into labor disputes, and the Naval Affairs Committee prepared to begin its hearings on the same subject.

There was ample cause for concern. Even after the ending of the strike at the Allis-Chalmers factory in Milwaukee, Wisconsin, where work on \$45,000,000 worth of government contracts was suspended for 76 days, there remained 13 important companies which had ceased to produce tools, lumber, trucks, plane engines, gas masks, coal, and other defense items because of strikes.

The two greatest strikes were those in the Ford Motor Company and the Appalachian coal mines. The closing of Ford's great River Rouge plant near Dearborn, Michigan, was due to the calling of a strike by the United Auto Workers for the purpose of compelling the company to let the union act as spokesman for its members in the Ford factories. Here government contracts totaling \$154,000,000 were being held up. In the Appalachian coal fields, 330,000 mine employees were striking for a dollar-a-day raise, shorter hours, and a two-week vacation.

It is encouraging, however, that so far,

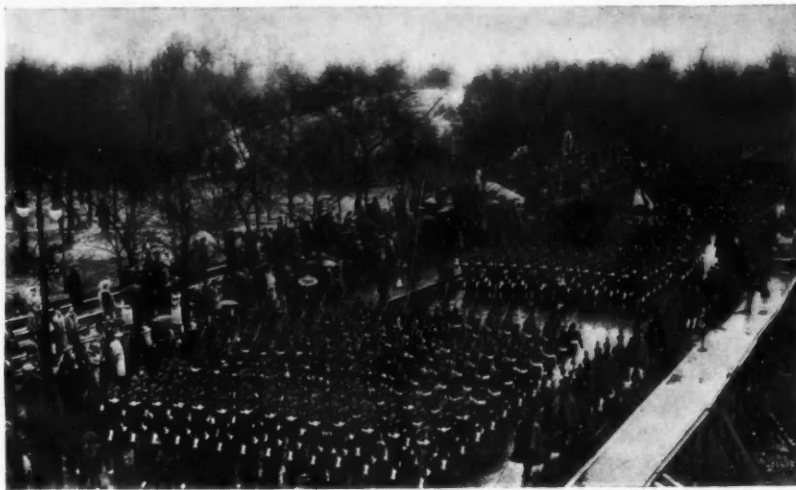


BREAK IT UP, BOYS!
ELDERMAN IN WASHINGTON POST

the National Defense Mediation Board, which was set up last month as the administration's answer to the labor situation, has been remarkably successful. Of the first nine cases it was called upon to handle, operations were promptly resumed in four. A fifth victory was the ending of the Allis-Chalmers strike.

Nothing-a-Year Men

"When is a dollar-a-year man not a dollar-a-year man?" The answer is, "When he's a WOC." The three letters mean "without compensation," and they are applied to a great many of the business experts usually referred to in the newspapers as "dollar-a-year men." During the World War period it was the fashion for government department advisers drawn from the



ARMY DAY PARADE

America's new Army showed itself to the public in numerous Army Day parades staged in various cities. The 218th Artillery Headquarters Company, above, marched up rainy Fifth Avenue in New York.

ranks of business to receive a dollar a year as salary, but today the swing is in the direction of nothing a year. For example, in the Office of Production Management and the Office of Emergency Management there are about 750 WOC's and approximately 200 men who are actually paid a dollar a year.

The dollar-a-year arrangement has given rise to a number of jokes, including the one in which the government is advised to double the salary and get better men. But the Treasury Department takes the matter very seriously. An expert who works for less than a full year is paid only the part of the dollar he has earned. He must serve at least three days to get a check at all, and the amount then paid him is three cents.

Molded Plane

The plane of the plastics industry's dreams has come one step nearer realization. For the first time an airplane constructed of molded wood has won the approval of the Civil Aeronautics Administration. The Aeromold, as the Timm Aircraft Corporation of California calls its newest product, is a low-winged, two-seater monoplane which, except for its 175-horsepower engine and some minor metal fittings, is built entirely of plastics and wood. It is intended to serve as a training ship.

This revolutionary monoplane is made of thin strips of spruce soaked with liquid plastics and bound in place with the same materials, and it was "baked" in an oven so that it would retain its shape. CAA was so skeptical of its construction that it subjected the Aeromold to particularly severe ground and flying tests before approving it.

The molded trainer is expected to prove an important contribution to the emergency plane-building industry, if it holds up in use. Its manufacture requires no airplane metals and practically no machine tools. The making of many of its parts can be "farmed out" to cabinet shops in order to speed up production. Cabinet-makers and woodworkers can easily be trained for work in the molded-plane factory.

Army Chow

American soldiers are the best fed in the world, says Miss Mary I. Barber, dietetic adviser to the Army Quartermaster Corps. Indeed, they are better fed than 60 per cent of the people of this country.

Miss Barber, who is president of the American Dietetic Association, was called to Washington last January to help in the preparation of Army menus. It pleases her very much that our troops today have more food and better food than United States soldiers ever had before.

During the Revolution, men had to get along on a skimpy ration of beef, flour,

rice, milk, dried peas, and beer. By 1812 the ration, which is one day's supply for one man, had been cut four ounces, and vinegar and rum replaced the rice, peas, and milk. In the Mexican War the soldier lived chiefly on stewed beef, boiled beans, hardtack, and coffee. It was not until the Spanish-American War that fresh vegetables became a part of the soldier's diet. Fruit was not added until the World War.

Now the Army provides five pounds of food a day for every man. This is several ounces more than the World War ration, and it permits each man to get about all he can eat. Meat is the backbone of Army meals and is sometimes served twice or even three times a day. Fruit and vegetables, fresh and canned, are plentiful.

Soldiers still complain, of course, and probably always will, for they do not always get all they want of a certain dish, and food must be prepared for the majority rather than for the individual. But where companies have efficient company commanders, capable mess sergeants, and good cooks, the soldiers will not be hungry.

Cotton Exhibit

The problem of a cotton surplus is still with us, and the Department of Agriculture is leaving no stone unturned in its efforts to find new markets for this product.

Last week the department opened in the patio of its administration building a new-use-for-cotton exhibit. The central feature of the exhibit is a "cotton house," 32 feet long and 24 feet deep. The house is a prefabricated one and can be erected in a very short time by only a small crew of men. About a bale and a half of cotton was used in the construction of this house. Most of it went for fire-resistant insulation in the walls and the ceiling. The rest was used in making a fabric which covers

outside walls and inside walls and ceilings. It is the combination of cotton fabric and plywood which makes possible the manufacturing of wall sections at the plant. The house is ready for occupancy as soon as it is set up.

The exhibit has many other uses for cotton to offer. Heavy fabrics serve as a reinforcing membrane for lining ditches and irrigation canals. Similar fabrics are employed in the construction of airport runways.

"U. S. Shopper No. 1"

The man who has more to do with defense buying than any other one man in the country is Donald M. Nelson. Acting at first in a purely advisory capacity, he has been raised to a position from which he directs the buying of all Army and Navy nontechnical equipment.

Mr. Nelson learned buying in the mail-order house of Sears Roebuck and Company, a firm with which he has been connected ever since he left college. Soon after he was graduated from the University of Missouri in 1911, he took a job in the Sears Roebuck chemical laboratory. For a long time no important promotions came his way, but in 1921 he was made manager of the men's and boys' clothing department, and five years later he became an assistant in the general merchandising office. Other promotions followed, and by 1939 he was executive vice-president and chairman of the executive committee.

Last June he was named coordinator of purchases for the National Defense Advisory Commission, and in January, when the Advisory Commission was supplanted by the Knudsen-Hillman Office of Production Management, he was asked to head the Division of Purchases. As a professional buyer of long experience, it exasperated him to see the way in which large defense orders were placed.

Nelson outlined a plan for reorganizing Army buying and submitted it to William S. Knudsen, director general of the OPM. Mr. Knudsen liked the plan and passed it on to the Army, but the result was a clash between Nelson and John D. Biggers, head of the Division of Production and first assistant to Knudsen. Mr. Nelson announced his intention of leaving on May 1, but the President took a hand in the matter and gave him veto power over all Army and Navy purchases of ordinary merchandise. Now, in order to put service buying on a business basis, Mr. Nelson is placing men with business experience in Army and Navy procurement offices.



H. R. E.
DONALD NELSON



"COTTON HOUSE" RISES IN WASHINGTON

Workmen assemble the walls and room partitions of a prefabricated dwelling in the patio of the Department of Agriculture building in Washington, where a "New-Use-for-Cotton" exhibit is in progress. The house, which requires 62 man hours to erect, uses approximately one and a half bales of cotton insulation in its walls and ceilings. Cotton insulation is said to have the advantage of being lighter in weight and lower in installation cost than other materials.

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The Week Abroad

The War Spreads

1. Balkan Campaign

As we go to press, the battle of the Balkans has been in progress only a few days, and it is too early yet to measure the direction in which the tide is running. At this early date it can only be noted that Belgrade has been heavily bombed, even though declared an open city by the Serbs, and that the Yugoslavs are apparently not making the mistake the Poles made. They are not attempting, that is, to hold all frontiers. Their strategy is to retreat gradually from the north and east, to take up a defense line in the western and southern mountains (see map).

In addition to their northern drive into the Danube basin of Yugoslavia, German forces are pounding the Greek forts at the southern end of the Struma Valley, and attempting also to push across southern Yugoslavia to the strategic towns of Nish and Skoplje, and then on westward to Albania. Such a drive would sever Yugo-



WHERE THE YUGOSLAVS EXPECT TO STAND
The Yugoslavs expect to make their major defense effort along the border of the region in black.

slavia at its narrowest part, and cut most of that land off from Greece, while uniting the Germans with Italian forces in Albania. There are signs, however, that there may not be Italian forces in Albania for very long. Yugoslav armies have already taken Scutari, second largest town in that mountainous land, and are pressing in from all sides in an effort to drive the Italians out.

2. Repercussions

Germany's attack on Yugoslavia and Greece has produced important repercussions in nearby capitals. Hungary and Bulgaria, having been used by the Germans as bases for the attacks, have both been drawn into the conflict, though the formality of a war declaration has not been observed. Neither Hungarians nor Bulgarians appear to be very happy about their role. In Hungary, Premier Count Paul Teleki, who had signed a nonaggression pact with Yugoslavia, but found himself unable to resist German demands, killed himself to save his honor.

Officially Turkey has maintained a position combining caution with preparation for a defensive war against Germany. Some British forces and equipment have landed at one and possibly two points in Turkey, and British sources predict that Turkey will declare war on Germany, but remain on the defensive, merely granting Britain the right to use Turkish air bases to move naval ships through the Straits. It is no longer possible for the Turks to establish a land front with Greece, for German forces have driven a wedge from Bulgaria to the Aegean, between Turkish and Greek armies.

The greatest surprise in the situation so far has come from Moscow, where a Soviet-Yugoslav amity pact was signed just before Germany began to move on Yugoslavia. The Soviet press has shown great sympathy for the Serbs, and hostility toward Berlin. In the meantime, the Ger-

man press has begun once again to mutter about "communist machinations" in the Balkans, and the split between Germany and Russia has become wider than at any time since the Russo-German Pact of August 1939.

Between Two Waters

In Biblical times the land between the Tigris and Euphrates was one of the gardens of the eastern world. Its rich alluvial plain remained green and fertile while the nearby lands of Arabia, Syria, and Persia withered from drought. Mesopotamia, the "land between two waters" was the ancient land of Babylon and Nineveh, and in later days of Baghdad—a glowing city of learning, culture, and luxury.

Known today as Iraq, this land plays a somewhat different role in world affairs. Once the objective of a German dream to create an empire extending from the North Sea to the Persian Gulf, Iraq fell to Britain as a League of Nations mandate, when that dream collapsed in 1918.

Since then, the British have been at great pains to keep Iraq in line with empire policy. Its 3,600,000 people have been difficult to rule—so difficult, in fact, that the British wearily relinquished their mandate in exchange for a military alliance nine years ago, but political ties have been close. Iraq ranks eighth among the oil-producing nations of the world, and millions of British pounds are invested in its wells, refineries, in two pipelines which carry oil to the Mediterranean, and in the railroad system which now connects Basra (on the Persian Gulf), and Baghdad with Europe. The king of Iraq, Feisal II, is only five years old, but his ministers have been carefully cultivated by the British. Iraq broke off relations with Germany immediately following Britain's declaration of war, in September 1939.

Last week, Britishers received unpleasant news from Iraq. While Premier General Taha el-Hashima, the pro-British uncle of the young king, was out of town, his government was overturned in a swift coup which has brought to the fore a nationalist military leader, Rashid Ali Al-Gailani, an avowed enemy of Britain. The new premier has promised to uphold the Anglo-Iraq treaty of alliance, but the British do not trust him. Fearing that he may grant air bases close to Turkey and Palestine to the Axis, the British are now reported to be preparing a counter move which may involve the landing of troops at the port of Basra, on the Persian Gulf.

Two Settlements

Along the northeastern border of Colombia, not far from the Venezuelan oil fields, lies a small city of 57,000 people which appears on the map as Cucuta, but which is more properly known as San José de

Cucuta. Although this town does not often figure in the news, it is one of the most attractive and historic in Colombia. In it is the Rosario Church where Simon Bolivar, the South American liberator, repeated his oath of office as the president of "Great Colombia," well over a century ago. Founded in 1734, San José de Cucuta was almost wiped out by an earthquake in 1875, but it was subsequently rebuilt, and today it is a commercial center of some importance. There is a motor highway leading to Bogotá, the capital of Colombia, but the coffee traffic of the city flows more naturally by rail and highway across the Tachira River into Venezuela. A boundary dispute of more than 100 years' standing has held this trade in check, however.

Last week, while old battles continued to rage, and new ones to spread in Europe and Asia, an impressive ceremony was held in the old Rosario Church, and in the center of the international bridge which crosses into Venezuela from Cucuta. There the presidents of Colombia and Venezuela met before an oil painting of Simon Bolivar and signed an agreement which not only ends this long dispute, but provides for a greater degree of cooperation in commerce and in developing common river systems. This was the second such agreement reached peacefully within a week in Latin America, the other having settled a border dispute between Panama and Costa Rica.

Problem of India

A year ago, it appeared that one of Britain's biggest and most dangerous problems, so long as the war lasted, would be India. This vast sub-continent of 380,000,000 or 390,000,000 people had been rumbling with discontent. The National Congress party, under the leadership of Mohandas Gandhi and Jawaharlal Nehru, had demanded independence and called a campaign of civil disobedience—a sort of political strike. The all-India Moslem League, representing some 90,000,000 Moslems, had asked for a separate Moslem state. The 560 Indian princes, whose various domains cover 30 per cent of the land, and include one out of every four people, were divided, most of them supporting Britain and opposing independence. It was a situation which boded trouble for London, and perhaps disaster for India. Britishers held their breath.

In the April issue of *Survey Graphic*, Marlen Eldridge calls attention to some interesting developments in the Indian situation. Pointing out that the situation looked blackest when Britain and France were still strong, he notes that the civil disobedience campaign and other troubles came to an end last spring when matters began to look very serious for Britain. At that time it appeared that a Europe and Asia ruled by Germany, Japan, and Russia might very



BURNING AXIS SHIP IN COSTA RICA
To prevent its seizure by Costa Rican authorities the Italian motor ship Fello was set on fire by its crew. The burning ship is watched by Costa Rican boys standing on the shore.

well soon be a reality. This thought had a very sobering effect on India. Demonstrations against England ceased almost entirely.

Today, now that Britain has regained some of her old confidence and vigor, the Indian nationalists are stirring again, and civil disobedience has been restored. Mr. Eldridge does not believe this is being used as a weapon to obstruct the British war effort, however, but as a means to press for greater political independence. India did not seize her chance of revolt:

There has been no mass movement, such as was envisaged in April; no boycott of British goods, no refusal to work in defense factories, no move to awaken revolt among the masses. . . . One fact emerges clearly. In this year and a half of war, India, at the crossroads, has made her choice—for Britain.

Family Affair

During the last few weeks, Italy has sustained two heavy blows—the loss of part of her fleet in the Ionian Sea, and the loss of Addis Ababa, capital of Ethiopia and East Africa. It is an interesting fact that the officers in command of the two British forces involved were brothers. Admiral Sir Andrew Browne Cunningham is commander of the British fleet in the Mediterranean while his younger brother, Lieutenant General Alan Gordon Cunningham is in charge of the military campaigns of the British forces in East Africa.

The two Cunningham brothers—one 59 and the other 55—are sons of a Dublin college professor. Andrew is the more famous of the two. Entering the Royal Navy at the age of 15, he was given command of a destroyer in the World War, and placed in charge of raiding operations against Turkish shipping in the eastern Mediterranean. This earned him a distinguished service order. But Sir Andrew has earned the bulk of his reputation in the present war. In addition to his victory in the Ionian Sea, he has to his credit the brainwork of the torpedo raid on Taranto, which damaged three Italian battleships, and the raid on Genoa, which carried a British squadron right into this Italian port, where it blasted harbor works with 300 tons of explosives.

Sir Andrew is a strict disciplinarian in the old naval tradition. He has a curt manner of speaking at the officers' mess, and a voice which reputedly can carry over a good part of the fleet when the admiral is angry. This is somewhat less true of his brother Alan. Trained at the Royal Military Academy, Alan Gordon Cunningham distinguished himself no less than five times on the western front between 1914 and 1918. After some staff work in Turkey he was given command of an artillery division, and eventually command of the forces of the British on the east coast of Africa.



W. W.
ADMIRAL ANDREW CUNNINGHAM



ADDIS ABABA

After five years under the control of Italy, the capital of Ethiopia was entered by British troops on April 5. The fall of the capital points to the total collapse of Italian resistance in Ethiopia.

The Political Decline of Fascist Italy

(Concluded from page 1)

of Germans filtering into Italy and taking a hand in the internal affairs of the Italians. It has always been difficult to ascertain the truth or falsehood of these reports, since the Italian censorship, always tight, has been reinforced by a German censorship, which is even tighter.

Inside Story

During the last few weeks, two American newspaper reporters have returned from Italy and written at great length of what they saw and heard while there. One of them, Saville R. Davis, has included his observations in a long series of excellent articles appearing in the *Christian Science Monitor*. The other is John T. Whitaker, who was recently expelled from Italy at the insistence of the Gestapo, the Nazi secret police. Mr. Whitaker has been writing a series of articles for the *New York Post*, the *Washington Star*, and the *Chicago Daily News* syndicate. Both of these series are authoritative, and combined with other reports from a variety of sources, throw considerable light on the strange events within Italy during the last few months.

The most important revelation is that the real collapse has developed, not on the military or naval fronts, but at home among the Italian people. Italy has not been invaded. Her home defenses are still intact, and a powerful ally stands on her northern frontier. Nothing Italy has experienced in this whole war, for example, could be compared to the bleak horror of the Battle of the Somme, in 1916, where Britain lost 750,000 men. But throughout this nightmare, British soldiers grimly brewed their tea and hung on, and in the end they prevailed.

Lost battles, insufficient food and clothing, a scarcity of raw materials, and other misfortunes have unquestionably affected the Italian nation adversely. But something more important is involved, something far more subtle and far more difficult to measure—the morale of an entire nation. "The army we conquered," a British officer said recently, "was an army of conscientious objectors."

For two decades the people of Italy have had to make heavy personal sacrifices to enable Mussolini's Fascism to work. They have had to forego sunning themselves on the beach, lingering long hours over coffee for song and conversation to work long and hard for low wages. For a people who love sunshine, music, and pleasure as the Italians love them, this has been hard. But for all this, Fascism had one advantage. It gave them a sense of power and security. If each could not live as he liked, he could glory in his country's strength, which seemed great. The army of Italy, the big silver Caproni bombers, and the sleek, streamlined ships of the Italian navy, gave them at least the comfort of believing they were again a great power.

Disillusionment

But when the real test finally came, when Italy suffered one defeat after another on land, sea, and air, and when the empire, built at such cost in Africa and Albania, began to crumble, this illusion was shattered violently. In spite of all the slogans, the parades, the military training, it began to appear that young Fascists were not superior to the "decadent, comfort-loving British," and 20 years of sacrifice had been for nothing. And when long hospital trains began to pull into the station with sick and wounded Italians from Albania and North Africa, Italy began to grieve. It was evident all over Italy, according to Saville Davis:

Every street, it seemed, had its own detailed grief. And in Italy, grief is not a private thing, to be choked back as in other countries and repressed even within the family. Grief is a community burden to be publicly and full-throatedly shared. Its effect on mass morale was devastating.

To make matters worse for Mussolini, ugly stories of graft, corruption, incom-

petence, and faulty organization began to leak out. They were not printed. They did not have to be:

Everyone talked. Army officers complained about the Fascists. Fascists complained about the army officers. Government officials simply couldn't keep their troubles, which were legion, to themselves.

Maids heard what their people said at the dinner table. They leaned over their courtyard balconies and called it from apartment to apartment. The milk boy at the back door picked up something which came from the family table or over the radio from BBC and carried it at once from house to house. When

he could not afford to let Italy sue for a separate peace, or simply collapse like a house of cards. He had hoped, apparently, that a few hundred or a few thousand technical experts could handle the situation, and he was partly right, due to a split within the Fascist party itself.

Most of the important people in Italy (outside the royalty) are Fascist party members, and the party in many ways is simply a cross section of Italian life and opinion. A great many of its members are moderate, intelligent men who look upon

were less inclined to fight and take risks than before. Some actually turned pro-British in the belief that a British victory would leave Italy in a less unhappy plight than a German victory. But among those who had no pro-British leanings, the feeling was strong that it would be futile to make more sacrifices to win a minor place in Germany's new order. No matter who might win, many Italians reasoned, Italy would lose.

More recently, the Germans seem to have decided that stiffening Farinacci and the Fascist radicals is not enough. Limited help has enabled Mussolini's regime to remain in power and keep matters under control at home, but not enough to hold the crumbling frontiers in Africa and Albania, nor even in the Mediterranean, which the Italians have regarded as *Mare Nostrum*, "Our Sea."

Trainloads of Troops

Starting as far back as the first week in February, Hitler began to send long trainloads of troops and supplies down into the Italian peninsula. It is not possible to say how many. Even if the trains could be counted accurately it would be difficult, for some have passed all the way through Italy and gone on to Sicily and North Africa. At least three of the famous *Panzer*, or mechanized divisions, for example, are known to have gone to Libya where they are now battering at British lines with some success. At least 50 and perhaps 60 trains carried 21,000 men and equipment for establishing German airdromes throughout Italy. According to Davis, again, we find:

The Germans brought everything with them. They had their own anti-aircraft defenses, shore batteries, field kitchens, repair shops, and libraries; they brought their own gasoline, bombs, parts, automobiles and tractors, frankfurters and sauerkraut; and as one Italian aviator remarked, it was a wonder they didn't plant their own grass seed on the airports. They took over a string of these airfields from the north of Italy down to Sicily and left nothing that was recognizably Italian on them.

At some times there have been about 100,000 German troops in Italy, and at others 200,000. It has been estimated that 136,000 are stationed there permanently, but there is no way of checking on the accuracy of this estimate. John Whitaker, who has just left Italy, reports that the "once palatial Hotel de Russie is now the headquarters of the German high command. Camouflaged staff cars stand 40 at a time in the spacious Piazza de Popolo," and Italians, watching German officers come and go, shake their heads. Fifty per cent of Italian heavy industry is now controlled in one way or another by the Germans, the author continues; and "Italian economy is no longer independent in any sense."

This is the situation in Italy in April 1941, just 10 months after Mussolini entered the war—believing then that it would be short and Italy's gain easy. Whitaker reports that there are less than a thousand planes left in the Italian air force. The army, having lost many of its old leaders and most of its battles, is demoralized. A navy still exists, but it has been beaten so badly, and so many of its ships have been crippled, that its fighting power is a doubtful quantity.

References

"Fascism Now Seen on Decline," by A. Tarchiani. *Living Age*, March 1941, pp. 27-31. An anti-Fascist Italian reports why he believes the rule of Mussolini is cracking.

"It'd Better Be Good, Benito," by Frank Gervasi. *Collier's*, March 1, 1941, p. 17. "The audience is uneasy. The old act bores, the juggler drops a ball or two, and the rest of the show had better be good or there will be a new actor on the stage."

"Italy's Unstable Economic Outlook," *Living Age*, July 1940, pp. 429-431. Even when she entered the war, Italy was not well prepared for a difficult struggle.

"Mediterranean Scene," by H. J. Greenwall. *The Nation*, February 8, 1941, pp. 148-150. Italy has troubles on every hand.



AN ARMY OF PRISONERS

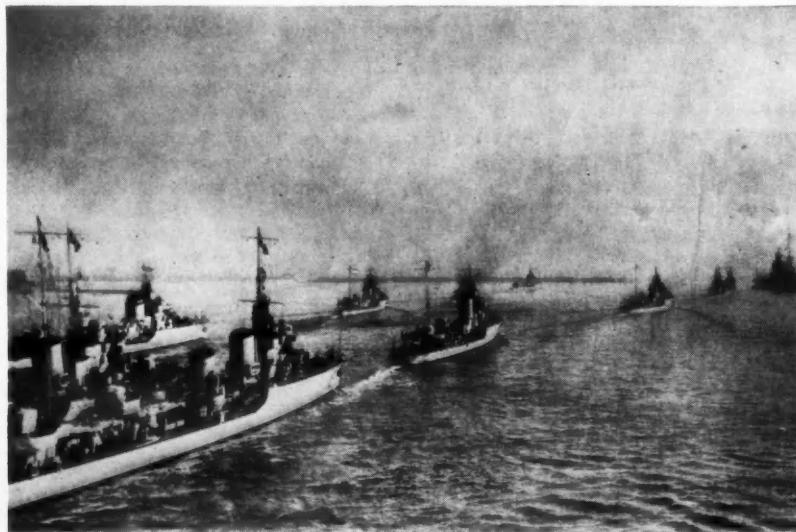
Thousands upon thousands of Italian soldiers have been taken prisoner in Africa and in Albania.

he arrived with really important news, a few excited voices would bring the whole kitchen population of the apartment house to the back doors which gave on the court. In a moment, every one knew.

This was the situation at the close of the British campaign in Libya. With a people so downhearted, Mussolini could do little. He could order soldiers to advance, and advance they did. No one has testified to the courage of the Italians more than the British staff itself. They were not cowards. Some of them, as we learn from British officers, watched walls of tanks rumbling toward them over the desert and knew that while life might go on for the rest of the world, it was over for them,

their work not always with favor, but as a job that has to be done. But there is a small, tough minority of Fascist radicals whose outlook closely approximates that of the Nazis. At the head of this group is Roberto Farinacci, general secretary of the Fascist party. It was Hitler's intention to stiffen this group, and to see that it remained in power, and that was what he did—at first.

At first, Italians hardly realized what was taking place. The Germans were quiet and polite. By degrees they took over key positions in radio, telephone, telegraph, and railway offices. Officers of the Gestapo began amiably to advise officers of the Ovra,



A VANQUISHED NAVY

The power of the Italian navy in the Mediterranean has been decisively broken by the British fleet.

and they stayed with their guns. But they were badly led in some cases, poorly equipped in most (thanks to grafting Fascist officials at home), and bewildered. Some, among those who suffered neither death nor capture, laid down their rifles and started for home, discouraged and sick at heart.

Confronted with this great and immeasurable breakdown of morale among his own people, Mussolini had to turn to Hitler. Most observers admit that Hitler did not want to undertake the task of occupying Italy. But, at the same time,

the Italian secret police, how things might be done more thoroughly. German advisers appeared at Italian airports, on Italian ships, in munitions plants, and in the offices where the collection, distribution, and rationing of food is regulated.

When Italians realized what was developing, they grew more despondent and more resentful than ever. They seemed too tired to riot. But the impression was growing that Germany was occupying Italy, and that Mussolini, having lost his old resourcefulness, was falling under Hitler's domination. Soldiers, sailors, and aviators



ANOTHER SHIP FOR THE "BRIDGE OF SHIPS" ACROSS THE ATLANTIC

WIDE WORLD

The Question of U. S. Convoys

(Concluded from page 1)

How the opposing forces are lined up on this issue is difficult to say. The President himself has declared that he is not considering convoys in the near future. The Navy Department is understood to favor the immediate use of convoys, feeling that since we must eventually come to that position, there is no advantage in waiting. Other officials believe the safer course would be to turn over to the British as many merchant vessels as we can possibly spare along with war vessels to protect them.

While there is sharp disagreement on this particular issue, there is complete agreement that some way must be found to ensure the safe arrival of our war supplies in Great Britain. By passing the lend-lease bill, we have officially accepted the position that Britain is our first line of defense and that the line must be held by sending American supplies. We have put our nation on a virtual war basis in order to carry out that policy. Rightly or wrongly, that is now the official position of the United States—and part of that policy is to see that the goods reach their destination.

British Shipping

If the United States is committed to the policy of rendering all possible aid to Britain and her allies, the policy of Germany is to defeat that effort. Hitler has openly boasted that the American supplies will never reach their destination. The Battle of the Atlantic is a gigantic attempt on his part to defeat that effort. And the German submarines, surface raiders, and airplanes are taking a terrific toll against British shipping. Since the outbreak of the war, the Germans have sunk more than 5,000,000 tons of British, allied, and neutral shipping. It is thought probable that during the year 1941 they will sink between 3,500,000 and 5,500,000 tons. England and the United States are building ships as fast as they can, but they cannot hope to build more than about 1,000,000 tons each—or 2,000,000 together—during this year.

Since Britain's greatest need is ships and more ships, the United States is straining every energy to supply as many as possible. Only a few days ago, President Roosevelt announced that he had allocated half a billion dollars from the lend-lease appropriation for the construction of ships for Britain—212 cargo ships, and the preparation of repair facilities for damaged merchant vessels. In addition, the United States might turn over to Britain alien vessels tied up in American harbors. It

is thought probable that the main purpose of seizing Italian, German, and Danish ships late last month was to enable this country to turn more shipping over to Britain. The seized vessels themselves might be used by the United States and an equal tonnage of American vessels turned over to Britain. The total tonnage of the seized vessels amounts to more than half a million. An additional 100,000 tons of foreign ships might similarly be used.

There is the further possibility that the United States might turn over to the British some of its merchant ships now engaged in coastwise trade. But it is difficult to see how—when all possible sources are tapped—the United States can make available to Britain more than 2,000,000 tons during the present year. This, added to the expected British construction of 1,000,000 tons, would bring the total to 3,000,000—which would still fall short of the destruction of British-controlled shipping by the Germans.

The shipping available for carrying goods to England is, therefore, shrinking. England still has 19,000,000 or 20,000,000 tons of shipping, which is about as much as she had during the first World War. But her present situation is much more serious now than it was then. One reason is that she needs many more ships in order to keep going than she did at that time. During the first World War, the British could get a large part of the goods they needed from the continent of Europe. She was not completely shut off as she is at present. Ships could carry these goods from Norway, Denmark, and Holland on short trips and a few vessels could, in the course of a year, carry a great quantity of material.

Present Needs

These countries are now in enemy hands, and most of the food and war materials which get to England must be carried across the ocean. It takes several times as many ships to carry these supplies as it took to transport a similar quantity from nearby continental ports during the first World War. If ships continue to be sunk at the present rate and if the rate of building new tonnage in British and American yards is not rapidly increased, England may be defeated not through invasion but through the strangulation of the German attack upon British shipping.

The significance of the determined assault upon British shipping and the importance of America's relation to this problem is summarized as follows by Hanson W. Baldwin, well-known military author-

ity, in a recent issue of the *New York Times*:

Welding torches, riveting hammers, gantry cranes, and draftsmen's pencils may be determining the fate of the world.

The "battle of the shipyards," perhaps the most dramatic and least publicized phase of our tremendous attempt to make the United States an "arsenal of democracy," is literally, at the moment, the most important single factor in the war. Its importance is underscored by the impending visit of Sir Arthur Salter, British expert on economic warfare and shipping, on an extraordinary mission, the purpose of which is to arrange complete co-ordination of Anglo-American shipping and to discuss a very considerable expansion of the present shipbuilding program.

For the German assault upon shipping, which has sent 5,318,000 tons of vessels to the bottom in the first 18½ months of war, is approaching a critical phase; this year—the crucial year of 1941—probably will see the German challenge met or Britain overwhelmed. And the shipyards, American shipyards in particular, bear a major share of the burden of meeting the need for ships.

Ships of every type from harbor craft and "ugly duckling" freighters to great battleships are building in American yards. The objective is twofold—the creation of a great American fighting fleet capable of meeting any combination of enemies in both oceans; and the construction of sufficient merchant tonnage to offset the world losses caused by the German campaign and to supply our own vital military and economic needs and also those of Britain.

As Mr. Baldwin points out, our efforts are complicated by the fact that we are carrying out the most extensive naval-building program in the history of the world at the same time that we are trying to build an increasing number of merchant ships. This taxes the capacity of our shipyards. Not only is it difficult to expand the old shipyards and build new ones rapidly enough, so as to produce ships as fast as they are needed, but it is hard to get enough skilled men to do the work. Great expansion has already been made. Mr. Baldwin points out that in January 1937 "about 102,000 people were employed in government and private yards; in January 1941 more than 259,000 were so employed." The number is, of course, still increasing. Not only is it hard to find enough skilled men to do this work, but it is difficult to obtain certain of the materials which are essential.

It is because of these and other handicaps that serious consideration is given to the question of convoying American vessels to England. In this way, the United States and Britain could merge their naval and merchant strength and go a long way toward establishing that "bridge of ships" across the Atlantic which would meet the German attacks. But the risks involved

in such a course would be tremendous and it is appreciation of the risks that is holding back this country at the present time.

Compromise Plan?

Probably a compromise plan of some kind will be worked out in order to reduce the danger to a minimum. One of the possibilities most frequently discussed is that of setting up a joint convoy system. War supplies would be protected by American warships as far as Iceland, where the convoy would be taken over by British vessels. From Iceland to British ports is only 800 miles—a relatively short distance. While there would admittedly be some danger to American vessels if this plan were adopted, it would nevertheless be safer than using convoys all the way to British ports. Moreover, the convoys as far as Iceland could be protected further by the use of planes based on Newfoundland, Greenland, and Iceland.

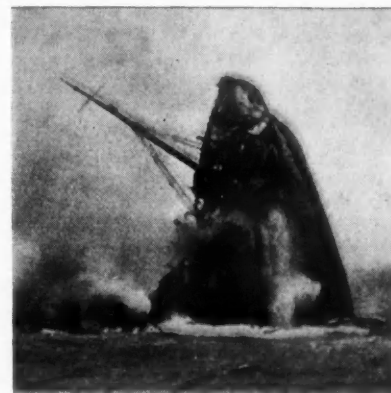
There is the further possibility that American merchant ships may be sent around Africa to the Red Sea with goods destined for use in the Balkan theater of war. At present, the Red Sea is in the combat zone and, under the Neutrality Act, American vessels are forbidden to enter it. Since the Italians have been driven from the Red Sea area, there is a possibility that the President may remove it from the combat zone. In this way, a large part of the strain upon British shipping in getting supplies to Yugoslavia and Greece would be removed.

Many other possible lines of action are being considered. The problem of meeting Britain's shipping needs and of insuring the safe delivery of American goods is being constantly discussed by officials of both countries. It is a very complicated problem. Ernest Lindley, writing a few days ago in the *Washington Post*, describes some of the main aspects of the problem:

The problem of safe transport across the oceans is a complicated one. Our part in it can be determined only after we have sat down with the British, canvassed every aspect of it, and worked out joint plans. These joint plans must cover the allocation of merchant shipping on all the sea routes of the world, the production of new merchant ships in the British Empire and the United States, and all related questions. They must include an understanding about the respective responsibilities of our navies on all the seas, and a thorough examination of alternative routes for supplying the British fronts and of the best means of protecting them.

References

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ACME

DESTRUCTION AT SEA

"... every advantage in the war against shipping lies with the Nazis..."

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"Battle of the Atlantic," by D. W. Mitchell. *The Nation*, April 5, 1941, pp. 401-403. A report on the chief features of naval operations in the war so far, and on possible U. S. actions, such as convoys.

PRONUNCIATIONS: Addis Ababa (ahd'-dis ah'-wah-wah), Basra (bus'-rah), Benghazi (ben-gah'-zee), Bogota (boe-goe-tah'), Simon Bolivar (see-moan' boe-lee'-vahr), Cirenaiqa (sir-en-nay'-i-kah), Lopez Contreras (loe-pe' kon-tray'-rahs), Cucuta (koo'-koo-tah), Derna (dair'-nah), Eritrea (eh-ree-tray'-ah), Roberto Farinacci (roe-bair'-toe fah-ree-nah'-chee), Jawaharlal Nehru (yah-wah-hahr'-lahl nay-roo'), Dusan Simovich (doo'-sahn see-moe-vitch), Skopje (skop'-lyeh—o as in or), Tarranto (tah-rahn'-toe).

THE streamlined passenger train, sleek and speedy, and luxuriously furnished is regarded today as the symbol of railroad progress. And rightly so, up to a point, for it has gone a long way to recapture lost passenger traffic. But in the case of most railroads, passenger traffic produces a very small part of the profits, and frequently accounts for the losses. The real problem of the railroads is that of the freight train. The freight train is slow and heavy. It is often shunted off on sidings while faster trains whiz past. It is infrequently photographed and seldom advertised, but it is the backbone of every major railroad, and in this age of fast trucks and superhighways, it has been hard put to hold its own.

During the last few years, several large railroads have been experimenting with fast freight trains—with specially trained crews, powerful locomotives, and cars with steel (rather than cast iron) wheels. These trains run on schedules only a little slower than passenger trains, and have been very successful. Recently, the Santa Fe Railroad took another long step forward in establishing a fast freight service between Kansas City and Los Angeles pulled by a



SANTA FE RAILWAY
FAST FREIGHT

giant, streamlined Diesel-electric locomotive known on the railroad as "No. 100," and among railroad men as "The Jeep." In the April 5 issue of *Colliers*, Jim Marshall discusses this latest advance:

At one stroke, No. 100 can cut fast freight time from Chicago to the Pacific coast from six days to four or even three, any time such a schedule is set up. It can start a heavy load faster, swing down the long mountain grades more swiftly, maintain better speed and cut time by eliminating stops. Hauling a train from the Great Lakes to the west coast by steam requires nine engines, which must make 35 stops for fuel and water. No. 100 goes right through with five brief fuel stops.

Although the streamliners are usually called Diesel trains, the author points out, they are actually run by electricity, the function of the Diesel motors being to operate the power plants housed in the locomotive. Diesel-electric locomotives are expensive to buy, but the cost of operating them is low, and whereas a steam locomotive is available for service only about a third of the time, the Diesel-electric can be used 95 days out of 100. Some believe it may prove to be the salvation of the American railroads.

Culture Midst the Blackout

What is happening to the creative arts in Europe? Are writers and artists continuing their intellectual adventures? Are theaters still functioning? Eugene Jolas, writing in the current number of *Living Age*, states that literature and the arts have not entirely ceased in Europe. During the early stages of the war, confusion and uncertainty conspired to discourage creative talent; but since then there has been emerging a new clarity of outlook and "the inventive spirit is managing to live somehow despite the catacomb-like existence which the intellectual shares with every other element of the social hierarchy."

In the unoccupied regions of France a theatrical revival has occurred that has assumed major proportions. Besides the fact that professional theatrical groups have resumed their activities, large groups of amateur societies have been organized and they are touring the cities of Free France with experimental dramas to which audiences have flocked in increasing numbers. Today there are more than 30 such amateur groups on the road, appearing in

movie houses, lecture halls, even cafes, wherever they can set up scenery.

Literary life, too, is beginning to revive in the unoccupied zone. New magazines are being published, containing short stories, literary criticism, the light, humorous sketches for which the French are justly famous. And apart from the works that are being published, many of France's most famous writers are busily at work and their achievements will come to light as soon as France is genuinely free once again.

In Great Britain, Mr. Jolas says, there is a marked spiritual renovation and the writers "are determined to face the reality of a struggle which the majority of them feel must be fought to a final conclusion in order to change the world once and for all."

Labor and Long Hours

The suggestion is heard now and then that output of war materials for Britain and for our own defense could be measurably speeded up by lengthening working hours in defense industries. In the current issue of *Science Digest*, Waldemar Kaempffert points out that World War experience shows that increased working hours do not necessarily result in expanded production. He writes:

During the last war British munition workers were sometimes called upon to work 80 or more hours a week over periods of several months on end. Because they were physically weaker, the women suffered more than the men. These excessive hours were imposed under the mistaken idea that outputs would increase, despite peacetime experience, which showed that they did not improve, except for short periods, if the hours of work exceeded 45 to 54 a week. It was argued that under the spur of patriotism there would be a new incentive to do good work, even if the hours were longer. To settle the controversy Lloyd George appointed his famous committee.

The facts collected then showed that women reached their highest output in a working week of 54 hours. With longer hours productivity fell off because of overfatigue. Men could work longer hours than women, but for heavy muscular work their optimum hours were similar to those of women.

In the present war, Mr. Kaempffert adds, excessive hours were not imposed during the first few months. But last May, when the military situation became more menacing, the British minister of supply instructed government-controlled factories to operate on 12-hour shifts for seven days a week. For the first few weeks, production actually rose, but before long it fell back to its previous level in spite of the increased working time.

Kittens for Britons

Britain's shortage of cats and dogs has given a field day to rats and mice. The situation recently led the *Richmond Times-*



GEORGE JUNIOR TRADE SCHOOL, DETROIT
DEFENSE WORKER
How long should he be kept at his job each day?

News and Comment

Dispatch to comment editorially that "bundling off our stray felines from the alleys may be one of the next moves in the program of all-out aid for Britain, for a plague of mice and rats is threatening London's food supply." The editorial went on to explain how the pet shortage arose:



At the beginning of the war, the British humane societies supervised the killing of hundreds of thousands of animal pets in London, on the ground that this was the kindest thing that could be done. Aerial warfare much more severe than has actually come was expected. It was thought that even if animals in the streets could manage to survive, they would suffer tortures of fear. Cats and dogs have taken the bombings of England with equanimity, scooting into the shelters as the first bombs fall, and being among the first to respond to the all-clear signals. . . .

Only a comparatively few stray dogs and cats remained in England to face the music of the Nazis, after the kind societies for the protection of animals had done their well-intentioned work. Now terriers of the type that will chase and kill rats, and kittens, are selling high. . . . The destruction of private and public food supplies by the hordes of night and day raiders that come from underground is growing more serious daily.

The rat was the fifth columnist who had more to do with the fall of Madrid than perhaps any other, as London remembers. It may be given to the vigorous American cat yet to play a heroic role in England. In the meantime, let us be kind to these potential heroes and heroines, against the coming of the day when they may go forth to give battle to one of man's most dangerous and persistent enemies.

The Other Side

There are two sides to every question, according to the old adage, and whatever the rest of the world may think about a naval battle which cost Italy at least five warships, and her enemy none, the Italian press is not downhearted. According to a United Press dispatch from Rome, under date of April 2:

The newspaper *Popolo di Roma* said in a front-page editorial today that last week's Ionian Sea naval battle had represented an Italian victory because it "disrupted maritime traffic between Egyptian and Greek ports."

Wings for Doctors

Aviation has proved to be a great boon to both doctors and patients in Australia. In a land where distances between communities and settlements stretch out to hundreds of miles, many regions lacked adequate medical care at one time. No small area could support a doctor by itself, and the task of traveling from place to place in answer to calls from injured or ailing patients occupied days of time.

How this difficulty was overcome is told in an article which appears in the April issue of *Hygeia*. The first hurdle—that of speedy communication between points not served by other means of communication—was cleared by the development of home radio transmitters. "A young radio man," the article reports, "produced a radio which would transmit messages by means of a small, high-tension generator, worked by bicycle pedals. Inward messages are received in voice and outward messages go in Morse code, tapped out on an ingenious automatic keyboard transmitter. On a short radius, up to 200 miles, two-way telephony is practicable."

Today there are six medical bases from which medical services and advice are sent. In 14 years, the project has grown to this extent:

Six flying doctors serve over one million square miles of country, each covering a radius of 400 miles. Nearly 200 settlers have pedal radios, and the number is increasing constantly. The population served is 23,000 whites and 13,000 aborigines. The doctors in 1939 made 247 flights, covering 87,000 flying miles. The service costs \$75,000 a year, of which the Commonwealth and State Governments give half, patients' fees and public subscriptions providing the remainder.

In addition to visiting patients and removing them in the aerial ambulances to a hospital base when necessary, the doctors treat minor illnesses by radio, referring inquirers to the numbered contents of first-aid sets. . . .

The terror of illness in the lonely "outback" has been minimized by this mantle of safety.

Army Psychiatrists

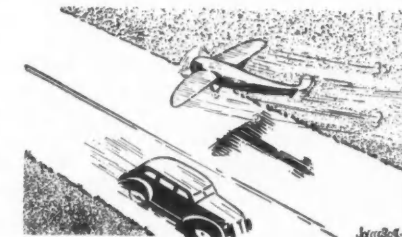
One of the most tragic aspects of the last war was the pitiful condition of many of the demobilized soldiers who had not been actually wounded, but who had suffered "shell shock." Twenty-five years after the war some of these victims are still in hospitals. What the Army is doing to eliminate the chances of shell shock in the future is reported by John M. Hightower in a recent issue of the *Kansas City Star*.

Mr. Hightower points out that the Army is using modern psychiatry to cope with the problem. Modern psychiatrists contend that certain persons are psychologically or temperamentally unsuited for Army life and that such men should be discovered and taken out of the ranks before it is too late. These men can be counted on for good work in noncombative defense jobs, but they will never make good soldiers. Mr. Hightower appraises the work of the psychiatrists as follows:

The work of the psychiatrists is as new in its way as are dive bombing and other lightning war tactics. About 900 of these students of human behavior are at work on the creation of the new Army. They predict that in financial results alone their work will be far more than justified.

In Brief

The government is making a survey to determine whether highways might be built to accommodate both automobiles and airplanes. Several lanes would handle motor traffic, while one broad strip would be provided as a landing and taking-off space for planes. In peacetime, the strips would serve as emergency air fields, and during



more critical periods they would probably be in constant use by the air force.

* * *

Russia recently lent the Smithsonian Institution two portions of meteorites, or shooting stars. One of the meteorites fell in Siberia in 1916, and the other dropped in the Ukraine about 14 years later. Smithsonian scientists will study and analyze the fragments to see what materials are in them.

* * *

According to a recent article by an aeronautical engineer, a plate of three-inch bulletproof glass will stop bullets fired from a .50-caliber machine gun 100 yards away. Discussing the glass as a protection for aviators flying warplanes, he said that the bullet's blow powders the glass where it strikes, but loses its power before it can crash through.

Information Test Answers

American History

1. (a) De Soto. 2. (c) Tories. 3. (c) Woodrow Wilson. 4. (a) Federalists in 1800. 5. (b) an amendment to the national Constitution.

Geography

1. (b) Negroes. 2. (c) between Italy and Greece. 3. (a) Geneva. 4. (d) Rotterdam. 5. (b) lake steamers. 6. (a) Utah.